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of Hongkong and the  
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Prices (including Postage to any  
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No. 18771.

號三十月二年七十百九千壹

HONGKONG, TUESDAY, FEBRUARY 13, 1917.

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Hongkong, April 11, 1912.



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WONG PING WA, Manager.  
Hongkong, April 11, 1912.

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FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies  
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ALL Electric Traction Pass Entrance,  
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Hot and Cold Water system throughout.  
Best of Food and Service

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TANG YUK TEE, successor to  
the late SIEN YING,  
14 D'AGUIA STREET.

TERMS VERY MODERATE  
Consultation free.

## THE WAR.

### LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

#### THE SUBMARINE PIRACY.

COLD-BLOODED SAVAGERY OF THE  
PIRATES.

A FILIPINO'S NARRATIVE.

London, Feb. 12.

Nine ships were sunk yesterday—

seven British and two Norwegian.

All narratives of survivors agree

as to the cold-blooded savagery of

the pirates. One of the most ter-

rrible tales of suffering is that given

by a member of the crew of the

Vedamora—a native of the Philip-

pines—who was picked up, seventy

miles west of the Irish Coast. He

was alone and naked, frozen stiff in

the bottom of a boat.

He says that after the Vedamora

was sunk he swam for five hours in

an icy sea, and then reached a water-

logged life-boat. He drifted in a

bitter gale, baling till he lost con-

sciousness. He was awakened by

attacks of flocks of seabirds and

found himself frozen. He spent 19

hours, praying that death would end

his sufferings.

A CREW NINE HOURS IN A  
BOAT.

The Belfast steamer Sallack was

shelled without warning. An en-

gineer was killed as he came on deck.

The crew spent nine hours in a boat

after the ship was sunk before they

were rescued.

PILLAGING A SWEDISH SHIP.

A telegram from Stockholm states

that the Swedish steamer Edda was

shelled without warning, the firing

continuing though the Captain

boasted. The pirates systematically

pillaged the ship, preventing the

crew from taking their belongings

and threatening them with revolvers.

The Edda was sunk by bombs and

the crew turned adrift in the boats,

the pirates shouting "go to hell!"

A STORY OF THE LARSKRUSE.

PARIS, Feb. 12.

The Chief Engineer, the sole

survivor of the torpedoed Danish

steamer Larskruse, employed in

Belgian relief service, states that he

was sleeping at the time of the

explosion. The ship sank in three

minutes. There was no time for the

boats to clear the ship. His own

boat overturned, and the men who

clung to it in the bitter cold and

heavy swell dropped off one by one.

The third engineer was the last to

go. He had held out for six hours

and then went mad. It was then 6

o'clock in the morning. "I held

on," said the Chief Engineer, "till

two in the afternoon when a German

submarine came up and rescued me.

I was two hours in the submarine

and was then placed in a lifeboat

containing the crew of another tor-

pedoed steamer. The submarine

promised to tow the life-boat ashore,

but left her adrift. She was even-

tually rescued by a French torped-

boat destroyer.

LATER.

The ships sunk include the

steamers Haogard (Norwegian),

Vasilisa Olga (Greek) and several

British small craft.

It is stated that the Japanese

Prince, which was torpedoed without

warning, carried thirty American

cattlemen, who landed with the

crew.

THE V69.

AMSTERDAM, Feb. 12.

A Berlin official announcement

says the V69 from Ymuiden has

arrived at a German base.

#### THE SO-CALLED BLOCKADE.

A WEEK'S CORN IMPORTS.

London, Feb. 12.

In view of the so-called submarine  
blockade, the Board of Trade figures  
of the imports of foreign and colonial  
corn into the United Kingdom last  
week are particularly interesting,  
namely, wheat, 2,766,200 cwt., and  
maize 1,008,900 cwt., as compared  
with 1,112,800 and 498,800 respec-  
tively in the same week last year.

#### WHAT GERMANY EXPECTS.

London, Feb. 12.

The Berlin correspondent of the  
Associated Press of America has  
reached Copenhagen. He believes  
that war with America is unavoid-  
able. Germany had instructed the  
commanders of submarines not to  
sink neutrals, especially Americans,  
without warning wherever possible,  
but cases must arise where an  
American vessel is sunk or where  
Americans are aboard neutrals in-  
volved in a catastrophe. Germany  
does not intend to depart from the  
submarine policy lately proclaimed.  
German experts believe that if the  
submarine can sink a million tons  
of British shipping a month besides  
detaining three million tons of  
neutral shipping it will force Great  
Britain to consider peace. This will  
have to be achieved by two-thirds  
of the available submarines, one-  
third being always voyaging back-  
wards or repairing.

#### AN ADMIRAL'S MESSAGE TO A WAR LOAN MEETING.

London, Feb. 12.

At a War Loan meeting at Green-  
wich, Mr. T. H. Bann, M.P., read  
a message from Admiral Bacon  
which said: "If you will try as hard  
to do your duty ashore by raising the  
Loan as we are doing at sea by  
sinking submarines and frustrating  
other evil devices, you will make  
the Loan such a success that it will  
be a knock-out blow for the enemy."

#### BRAZIL AND GERMANY.

London, Feb. 12.

Brazil, in replying to the German  
Submarine Note, declined to accept  
the blockade as effective or regular;  
therefore protests and declares she  
will hold Germany responsible if  
Brazil's interests are affected.

#### THE "INSPIRED" MESSAGE FROM AMERICA TO GERMANY.

London, Feb. 12.

A telegram from Washington  
states that Mr. W. J. Bryan is  
credited with the authorship of the  
message to the Koebische Zeitung  
(mentioned in a London telegram  
dated the 8th inst.) after conferring  
with Count Bernstorff. Germany's  
reported suggestion of discussions  
with a view to prevent war is  
regarded as an attempt to mobilise  
American pacifism and to gain time.

#### MR. GERARD.

London, Feb. 12.

A telegram from Madrid states  
that accommodation is being pre-  
pared for Mr. Gerard at Barcelona,  
where he will embark for New York.

#### ATTEMPTED ENEMY RAID ON VALONA.

Rome, Feb. 12.

Three enemy airplanes attempted  
a raid on Valona. Two of them were  
brought down in a fight in the air  
and the crews captured.

(Continued on Page 6.)

THE FIRST CHINESE NEWSPAPER  
EVER ISSUED UNDER  
PURELY NATIVE DIRECTION.

### The Chinese Mail

華字日報

THE LEADING CHINESE POLITICAL AND  
COMMERCIAL JOURNAL.

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VARIOUS PORTS IN CHINA AND JAPAN.

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## INTIMATIONS

HONGKONG HOTEL COMPANY  
LIMITED.

## NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, 17th February, 1917, at Noon, for the purpose of receiving a statement of Accounts of the Company for the year ending 31st December, 1916, and for the election of Directors and to discuss any matter that may be brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to 17th February, 1917, both days inclusive.

By Order of the Board:

J. H. TAGGART,  
Acting Secretary.  
Hongkong, Feb. 1, 1917. 1408

HONGKONG & SHANGHAI  
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the Shareholders in this Corporation will be held at the CRYSTAL HALL, HONGKONG, on SATURDAY, the 24th day of FEBRUARY, 1917, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December, 1916.

The REGISTER of Shares of the Corporation will be CLOSED from MONDAY, the 13th FEBRUARY, to SATURDAY, the 24th FEBRUARY, 1917 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors,  
N. J. STARR,  
Chief Manager.  
Hongkong, Feb. 6, 1917. 1409

HONGKONG  
HORTICULTURAL SOCIETY.

## ANNUAL SHOW.

THE FLOWER AND VEGETABLE SHOW will be held on the 5th and 6th March, in the Botanical Gardens.

Intending Exhibitors should send their entries to the Hon. Secretary not later than 28th February.

Copies of Rules and Schedules may be obtained from the Hon. Secretary.

A. NICOL,  
Quarry Bay.  
Hongkong, Feb. 12, 1917. 1486

WAB LOANS INVESTMENT TRUST  
OF MALAYA.

(INCORPORATED IN THE FEDERATED MALAY STATES).

CAPITAL \$500,000—  
in shares of \$10/- each (Straits currency) fully paid.

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States.

Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July.

Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by any of the following Banks:

THE CHARTERED BANK OF I.A. & CHINA,  
THE HONGKONG & SHANGHAI BANKING CORPORATION,  
THE MERCHANTS BANK OF INDIA LTD.

Hongkong, Jan. 9, 1917. 1407

## COLUMBIA

## NEW

## DANCE

## RECORDS.

583 (Mighty Lak & Rose) Waltz  
A Perfect Day  
582 (Eric & Eric) " "  
584 (On with the Dance) " "  
Cecile

589 (Leo Faust Medley) One-Step  
At a Georgia Camp Meeting

587 (The Magic Melody) Fox-Trot  
Georgia Grand

THE ANDERSON  
MUSIC CO., LTD.

4, Des Voeux Road. Tel. 1322.

## 'CHINA MAIL'

## OVERLAND EDITION.

THE BEST WEEKLY NEWS  
PAPER FOR ALL INTERESTED  
IN HONGKONG AND CHINA  
GENERALLY.

ORDER IT BEFORE GOING  
HOME, AND THEN KEEP IN  
YOUR POCKET WITH THE  
COLONY

## INTIMATIONS

## LOST.

BETWEEN Glenale and Conduit Roads, a Lady's Solid GOLD CURR CHAIN BRACELET, with Gold Padlock. Finder will be suitably rewarded on returning same to "G."

Post Office Box 258.  
Hongkong, Feb. 12, 1917. 1488

## NOTICE.

NOTICE IS HEREBY GIVEN that we have this day AUTHORIZED Mr. F. M. N. DA SILVA to sign our firm's name.

WORCESTER & LAMBERT.  
Hongkong, Feb. 7, 1917. 1473

SECOND 1/4 RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916-17

ALTHOUGH the subscription lists were closed on the 28th December, the RUSSO ASIATIC BANK, Hongkong, is prepared to ACCEPT ORDERS for the above Loan up to the 13th FEBRUARY on the subscription terms as previously advertised.

Hongkong, Jan. 19, 1917. 1422

DIOCESAN BOYS' SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED on THURSDAY, 15th instant. For Terms for Day Scholars and Boarders Apply to THE HEADMASTER.

Hongkong, Feb. 12, 1917. 1487

DIOCESAN GIRLS' SCHOOL, KOWLOON.

THE DIOCESAN GIRLS' SCHOOL, Kowloon, will RE-OPEN on THURSDAY Morning, February 15th, at 9 o'clock.

Boards return on February 14th.  
Hongkong, Feb. 12, 1917. 1491

ROYAL HONGKONG GOLF CLUB.

THE HON. SECRETARY requests members not to resort to the telephone unless indicated, in which case his numbers are:

Office.....1890  
Residence.....1077

"All inquiries appertaining to Accounts etc. should be addressed to Messrs. LOWE, BINGHAM & MATTHEWS.

Hongkong, Feb. 10, 1917. 1483

RACE BOOKS.

THE only Authorised Edition of the "RACE BOOK" is that published by Messrs. NORONHA & Co., which is COPYRIGHTED UNDER THE ACT OF 1911.

T. F. HOUGH,  
(Clerk of the Course).

Hongkong, Feb. 10, 1917. 1480

DAIRY FARM NEWS.

JUST RECEIVED  
FINEST QUALITY

RIPE AMERICAN  
APPLES.

Packed by the best Growers  
Splendid Flavour.

LESSONS IN CHINESE.

MR. LI HOY FAN, a Chinese graduate versed in Mathematics, has been a teacher to European Officials and Merchants in the Colony for ten years. He is a good mathematician and a Chinese teacher. He has also a good knowledge of Mandarin and Cantonese. Those who intend learning the Chinese language are requested to write to "China Mail" Office at No. 104, Wellington Street, second floor.

15, Morrison Hill Road. [1207]

FRENCH LESSONS.

G. MOUSSON.

15, Morrison Hill Road.

THE LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of EXPORT MERCHANTS with the goods they ship, and the Colonial and Foreign Markets they supply.

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PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dates, seeking Agents, can advertise their trade cards for £1, or larger advertisements from £2.

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## TON FOR TON LOGIC.

BY W. DOUGLAS NEWTON.

The Shipping Man had rather a determined "ton-for-ton" outlook. He expressed himself powerfully. He said everything derogatory which can be said against submarine frightfulness. And in the end he expressed his complete mystification at the attitude of the British people. "For the life of me I can't understand us," he cried. "Can't we see that the only way to put the fear of the empty purse into Germany is to take a German ship for every British ship? Yes, and for every neutral ship, too."

"The only way to understand us is to realise that with us the 'eye-for-an-eye' ideal is barbarous. The British haven't that sort of habit."

This made the Shipping Man angry. "Yes, that's all very sound when you are fighting a straight enemy. But when you are fighting the Germans. Don't you see what this 'eye-for-an-eye' is? It means that the Germans have realised they have lost the war, and are determined to win in peace."

"You'll have to explain that," I said. "It sounds a little complex to me."

"It isn't complex at all. Shipping men understand what is happening. You people think that this wholesale sinking of commercial bottoms is the sort of recklessness of the mad dog. It isn't. There was never anything more cold-blooded, deliberate and long-headed. You think the sinking of the Britannia was a piece of 'unlovely frightfulness. I don't think it was. I think the German idea in the sinking of the Britannia was to cut another crack boat out of the Trans-Atlantic passenger route. Another luxurious vessel was removed to leave the field free for the Imperator, and the Vaterland and their like in the enormous rush commerce of the American transport. You can work out the same idea on all other trade routes."

"It may sound wild to honourable British ideals, but you're dealing with Germans, and if you know Germans, you will know the thing fits in. Well, take their pre-war habits on this specific route, the American de-luxe route, we might call it. What were their habits, then? I'll tell you. Their habits were of a cut-throat kind, in which tricks, the British would call dishonourable were employed to get the better of our passenger trade."

"You know the German isn't an originator, but if you show him an idea he can elaborate it beautifully, perhaps better. The American passenger route proved that. The idea of the giant luxury ship was British. The White Star showed the initiative with the Titanic and the Olympic. (The Cunard people did the same thing, too, but we'll stick to the "i" boats as examples). Well, having seen that we had got ahead of them, the Germans went in for the big-Imperator type. But they did it in their own way. They waited until the Titanic and Olympic specifications were complete and the vessels building, and, naturally, unalterable, and then they put down the Imperator, an improvement, an amplification, a step further in luxury to the British plan. They made use of British ideas, you see, and went one better to cut up British trade. And I understand it was the same with the Britannia and the Vaterland, although I haven't seen either of these boats. The Vaterland nipped in ahead of the Britannia but only after the final design of the British boat had been made."

"What I'm trying to drive home in this specific instance is that the Germans are all out for the American passenger trade. And they mean to go all out after the war. After the war they'll have the Imperator and the Vaterland in hand, perhaps without half the rivalry of pre-war days. They've sunk the Lusitania, and now the Britannia; others of the White Star and Cunard cracks have been put on to hospital and other war vessels and will have to be refitted. The same

with other vessels of other lines and routes. All round the Seven Seas our shipping has suffered—and, of course, gladly and patriotically, too—while the Germans have dogged and wait for peace. Peace will come, and they will flush all their ships on the seas, while we and the neutrals rebuild and refit. They recognise the facts—that's why they sink right and left. They are fighting the war of peace already."

"Now you will see why I am keen on the ton-for-ton idea. To me it will show, that we are up to their little game. To use it will show them that the least we intend to do is to stand on level terms with them when peace comes. And I'm keen on it from its check-action effect, too. If when we lose a Lusitania, we make it obvious that we will repair the gap with an Imperator, and that the loss of a Britannia means the gain of a Vaterland, the Germans will soon stop their torpedoing. The German isn't a fool. He knows what he is doing. He is out to ruin our after-war carrying trade, not his own."

TREATING.

[At a recent meeting of the Ipoh Golf Club, called to discuss the question of treating, one of the speakers is reported by the Times of Malaya to have said that a large proportion of members play a game of golf and refresh themselves afterwards with a cup of tea.]

The Ipoh Golfers have proclaimed "In no uncertain voice Their cherished Club should not be blamed. As no one drinks from choice, The question whether harm is done By alcohol must be A purely academic one. Where men drink only tea, And while you struggle with the ups And downs that golf links hatch The boy sets out the matchless cups And sippers that don't match; The milk jug fresh from Whiteaway, The Fritchard spoons (E.F.) And biscuits relics of the days Before men took to tea."

Although your fuddled Silver King Is bunkered at the first; Though to the rough you coldly cling You still can raise a third. Avoiding "Garland" Woodward, "Clark."

You do the last in three, And turn triumphant in the dark Back to the Club and tea. Treating as such becomes a treat In this enlightened place; The worst defeat is no defeat When you can save your face. If, having lost, you've got to sign, The "What's it going to be?" Is sure to draw the answer—Mine, "Oh, mine's a strength tea."

You golfing men of divers Clubs, From prejudices freed, Follow with gratitude the Hub's Most admirable lead. And whether treating is decried Or not by others, see That you at any rate decide To stick henceforth to tea.

[\* Popularly supposed to be the graves of three local heroes—Malay Mail.]

COUGHING INTO CONSUMPTION

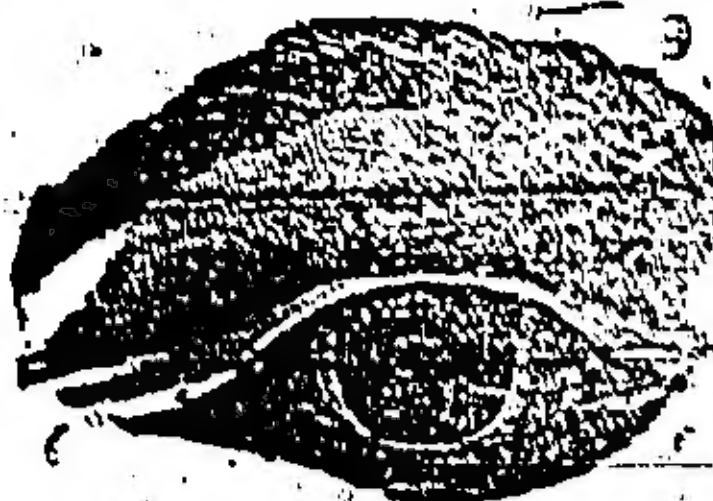
Only a Cough? but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable OF ALL AGES.

PRICES: \$1.25 and \$2.25.

## INTIMATIONS



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At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

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OPHTHALMIC OPTICIANS  
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K. KATO,  
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ESTABLISHED A.D. 1886.

IRON STEEL, METAL AND HARD  
WARE, MECHANICALS, Wholesale  
and Retail Ironmongers, Pig Iron and  
Foundry Castings, General Store-  
keepers and Shipchangers Nos. 35 and  
37, HING LOO STREET, (2nd Street, west  
of Central Market) Telephone No. 814.  
Hongkong, September 4, 1916.

## HONGKONG &amp; WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition, Engineering First and Second Editions, Western Union, and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,  
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ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.  
Modern up-to-date plant operated by our own specially trained  
workmen under expert European supervision.

All classes of light steel work manufactured by the above process,  
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:

NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER RAIL AT ORDINARY SPRING TIDE	RISE OF TIDE SPRINGS	NEAPS	TONNAGE	TOWN ORIGIN
KOWLOON							
No. 1 Dock, Kowloon	100	18	10	10	10	100	QUEEN'S BUILDINGS
No. 2 Dock, Kowloon	100	18	10	10	10	100	QUEEN'S BUILDINGS
No. 3 Dock, Kowloon	100	18	10	10	10	100	QUEEN'S BUILDINGS
Palmer Dock, No. 1, Kowloon	100	18	10	10	10	100	QUEEN'S BUILDINGS
Palmer Dock, No. 2, Kowloon	100	18	10	10	10	100	QUEEN'S BUILDINGS
TAL KOW DOCK							
James Watson Dock	100	18	10	10	10	100	QUEEN'S BUILDINGS
SHAMPOO DOCK							
Sham Shui Dock	100	18	10	10	10	100	QUEEN'S BUILDINGS
James Dock	100	18	10	10	10	100	QUEEN'S BUILDINGS

H. M. DYER, B.Sc., M.I.N.A., & Sons Dock, Hongkong.

Please Address Enquiries to the Chief Manager.

## G. FALCONER &amp; CO., LTD.

## WATCHMAKERS &amp; JEWELLERS.

## Hotel Mansions.

Agents for—ADMIRALTY CHARTS  
ROSS'S BINOCULARS and TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
BENSON'S ENGLISH WATCHES,  
ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.

## KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

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DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR

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COMMERCIAL FORMS  
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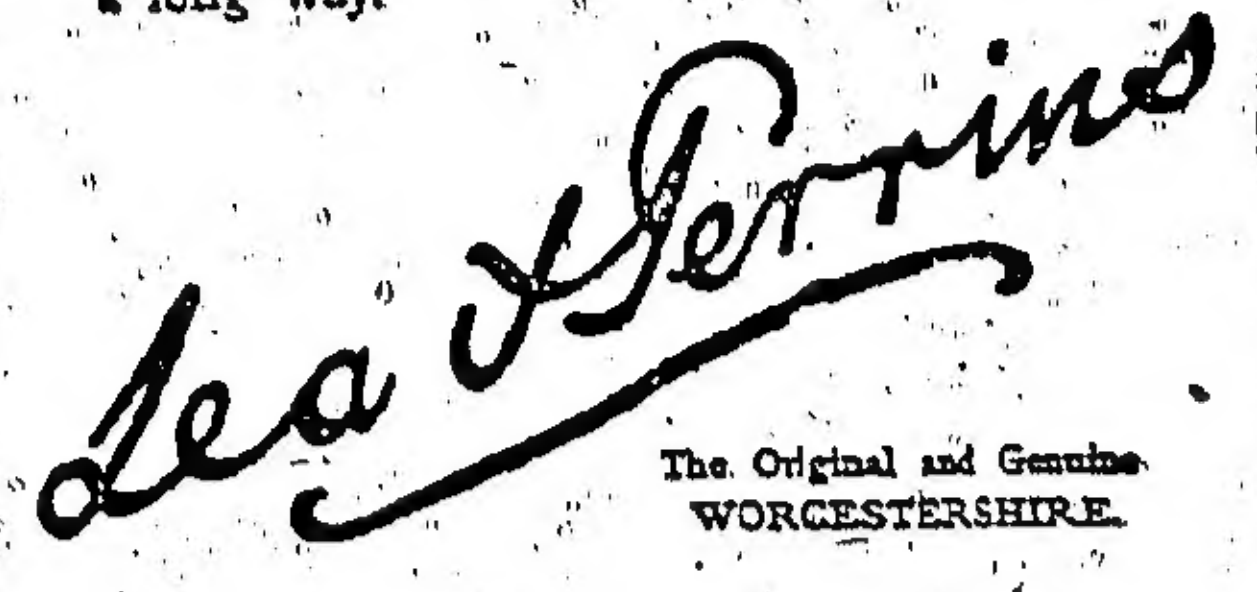


INTIMATIONS

Quality.

With LEA & PERRINS' SAUCE, a few drops sprinkled over the meat, fish or cheese, &c., are all that is required to impart the most delicious piquancy and flavour.

The QUALITY and concentration of its ingredients make a little of this sauce go a long way.



Immediate

Nutrient for Overworked, Underfed Nerves and Brain

Within ten minutes you will feel distinctly the beginning of the undeniable benefit that Sanaphos gives you. Yet it is not to be confused with harmful stimulants which only make matters worse. It is not a stimulant, not a drug; it is a strengthening food, which almost instantly begins to give new strength to your nerves and to your body.

Sanaphos

To restore your physical fitness, to restore your nerves, to restore your brain, to restore your health, to restore your strength, to restore your vitality, to restore your energy, to restore your power, to restore your ability, to restore your capacity, to restore your efficiency, to restore your effectiveness, to restore your productivity, to restore your output, to restore your performance, to restore your results, to restore your success, to restore your happiness, to restore your peace, to restore your joy, to restore your love, to restore your life.

For a free sample, send a stamped address label to: The Sanaphos Company, Ltd., 10, Abchurch Lane, London, E.C. 4, England.

RANKER'S RISE LEADS TO DOWNFALL

PAST RETRIEVED BY GALLANTRY ENDS IN DISGRACE.

How a man with a past "made good" fighting for his country on land and sea, and then fell away into wrong courses, was told at London yesterday, recently when a tall, thin, clean-shaven man, who gave the name of Henry Hamilton, he gave the name of having obtained by means of worthless cheques a diamond ring worth £104, a coat and other articles from a West-end firm.

The story Hamilton told was briefly this, and it was supported by the police:—Before the age of 18 he was sentenced to three years' penal servitude for the theft of £5. Other convictions followed, and when he was liberated from prison in 1913 he went to sea.

"I saw myself slowly sliding down," the prisoner commented bitterly, "and I ran away, but it was with the intention of joining up here again as a private." The only defence prisoner could urge for his downfall in London was that he had done his best to atone for the crime by helping the police to recover the papers, and by proposing to send all the money he had to the Government.

DON'T RISK PNEUMONIA

Get rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvelous. For sale by all Chemists and Druggists.

THE PARLOURMAID'S DRESS.

Mrs Robbins of Peckham Rye Common likes her maids to wear black, and it was while lighting the gas at her mistress's house that Sarah Griffiths, a young parlourmaid, tore her black dress. She proceeded to mend it, and while doing so the dining-room bell rang. The girl forgot to take the needle out of her dress, and it went into her knee and broke off in the middle. In consequence she was left with a stiff knee. In the Court of Appeal recently, Mr. and Mrs. Robbins appealed from a decision of Judge Barry awarding 10s. a week compensation to Griffiths, and Mr. Shakespear, on their behalf, submitted that the judge was wrong in holding that the accident arose out of the girl's employment.

Lord Justice Scrutton remarked that if the award were to stand they might as well hold that the fact that the girl wore clothes arose out of her employment, whereas that was a fact common to all the female subjects of his Majesty—more or less. (Laughter.) An award was entered in favour of the employers.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishment and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS. PHONES: 8125 and 8126

MINES.

THE "BARBED WIRE" OF THE SEA.

[FROM THE "DAILY MAIL"]

One cannot be at sea very long, in any kind of a fighting ship without discovering that the Navy has its own kind of "barbed wire" to contend against.

This is not a thing about on poles, neither does it bristle up defiantly like the wire which sprays aggressively all along the Western Front.

In fact, there is a wide difference between the two. The latter makes an ugly enough obstacle to face, with its "gambler's" that tear at the feet and long, octopus-like tendrils that hold in deadly grip whatever they once twist around. But with all its horrors this invention of the Evil One is not nearly as bad as the "barbed wire" which the sailor has to face.

When glancing over an up-to-date chart of the North Sea one finds it blotched all about with "markings" which look like eruptions. As a matter of fact these markings do indicate possible eruptions, for they show the whereabouts of minefields. These are the "barbed wire" of the sea, and a nastier thing to run against than the "barbed wire" of the land.

Without it sea war would be a very different matter from what it now is, or, at least, in the narrow waters where all the most important fighting must take place. One has only to look curiously at the situation to understand how important an influence this naval "barbed wire" exercises upon the conduct of operations at sea.

For one thing, it limits the movements of the belligerent forces. Even our Grand Fleet, master though it be of the sea, cannot go wherever it pleases because of the minefields scattered about the water. Whenever the sea Huns want to "dig himself in" at a base he drops a minefield in front of it, and behind this protection proceeds with his task, well knowing that a British admiral would be so foolish as to play the enemy's game by taking his ships into such a dangerous area.

And they are not little minefields, for the Huns put down some of these in the North Sea are quite the biggest "entanglements" of the kind ever constructed, containing, as they do, thousands upon thousands of floating death-traps. They have cost him a great deal of money, but from his point of view it has been money well spent, since no hostile ship can get through a minefield unless it knows the secret channels, and where such exist they are continually being changed in order to prevent any of our vessels "discovering" and using them.

KEEPING MINERFIELD INTACT.

Experience has taught the Huns that he cannot rely for safety even on his naval "barbed wire" unless he spends a great deal of time keeping it intact. Our submarines are very inquisitive and have a habit of "poking their way" through his "entanglements," which gives the Huns many uncomfortable moments. Although we on this side of the Channel hear nothing about these incidents, time and again have our E-boats crept through his "barbed wire" and dived the Huns in his hair, so much so that he never feels wholly secure.

Surface vessels, however, are a "quite another matter." For them to get "pt jumping" a minefield would be almost certain destruction. Barbed wire erected against troops can be destroyed by artillery. The kind at sea cannot be swept away in this fashion. A squadron might bombard a minefield until its guns were worn out and the "entanglement" would still be impassable. The only safe way of treating such an obstruction lies in finding out its position and then keeping away from it.

And that is the course generally adopted. Minefields play the part of concealed snares as well as protections. Often enough have the Huns tried to entice our ships into them, though never once have they succeeded in doing this. Numbers of such traps were laid for Sir John Jellicoe, and he fell into none of them. In fact, the only ships lost in German minefields have been the German's own. Just how many they have had destroyed and badly damaged in this way possibly the Admiralty (Admiralty) alone knows. Certainly it is more than one or two, and in practically every case they met disaster by dashing into their own mines when running away from British vessels which were chasing them.

The Germans, you see, had to get home somehow, in order to reach safety while our ships were able to stop when they pleased and therefore could keep clear of unnecessary dangers. By bearing in mind what the presence of these death-betrayers does in the way of "roping off" cruising grounds, one becomes the better able to understand certain naval happenings which might otherwise seem a bit puzzling. (Such, for example, as the periodic "com-

SIR W. G. ARMSTRONG, WHITWORTH & CO., (LIMITED).

GREAT EXTENSION OF THE UNDERTAKING. HELPING OTHER FACTORIES.

At the twenty-second ordinary general meeting of this Company, Mr. J. M. Falkner, Chairman of the directors said: This is a fitting occasion to express the great debt which we owe to the knowledge, energy and devotion of our late Chairman, Sir Andrew Noble. At first sight there seems an irony in the time of his death. That a man who had spent all his life in the preparation for war should fail at the beginning of the greatest war the world has ever known—that the man to whom the science of artillery owes more than to anyone else, should die when the fate of Europe is to be decided by artillery—this seems ironical enough. Yet as it was fitting that Lord Armstrong, who laid the foundation of Elswick, should close his life at the end of the nineteenth century, so it was fitting that the death of Sir Andrew Noble, who built the superstructure, should coincide with what must be considered the closing of an epoch.

QUADRUPLED UNDERTAKING.

Proceeding the Chairman said:—The old order changes, and is already changed. We are faced with problems of finance, manufacture and labour relations. We have quadrupled the size of an already gigantic undertaking. There has been great difficulty in completing a balance-sheet because of the complicated regulations that different Government authorities have imposed. The output has enormously increased, but the increase has not been reflected in profits. We have thought it prudent to increase the amount set aside for depreciation, in view of the wear and tear of machinery used continuously. It is difficult to say that even this increased amount is adequate, but this is a point to which we shall give constant attention. We have occasion to thank the shareholders for at least console themselves by the reflection that such a balance-sheet as this is the best possible answer to allegations so often made against armament firms of exploiting the country's necessities.

TEACHING OTHER WORKS.

A company of world-wide extent and vast complexity of manufacture like this company is necessarily handicapped by heavy-standing charges and foreign taxes, which do not occur in the case of small firms or national factories. Neither of these last bear the expense of a large and highly skilled staff at home and abroad, or of endless experiments. They are taught by ourselves and others everything they want to know. They have their work laid out for them, and can specialise on a few articles. Since the war began the knowledge and experience of this company has been used to the utmost to broaden the sources of supply. We have surrounded our best men with a staff of experts, and have made a school for teaching others, including the great national factories, to make our own specialties. Our designs and experiences have been put at everyone's disposal. Since the war began we have been asked by the Government to take representation of some 200 manufacturers into our works and teach them our methods. In doing this we are, of course, creating a crowd of potential competitors. This is all as it should be, because all of us wish to help as much as possible, but such things should not be left out of account when the final balance has to be struck. We are not free to discuss figures in detail. Our output has enormously increased, and is increasing, but I cannot prophesy what future action the Government may take as to profits.

IMPROVED OUTPUT.

Since we last met the production of war material has steadily improved, and this not only so, but the work has been increased in the part of the workers. Sunday work, except for matters of extreme urgency, has recently been abandoned at the request of the Government. This regulation has come as a great relief to everyone. It has become obvious that work on seven days a week was physically impossible over prolonged periods. Either the work or the workers must suffer by too long hours. It is hoped that the workers and their unions will see to it that the cessation of Sunday labour does not diminish output, when the whole, an increase of industry and regularity is noticeable. Though there is still much room for improvement, and some deplorable lack of regularity, yet things are better than they were, and this is due partly to the force of example of a vast body of conscientious workers, and partly, I hope, to the influence which the unions are bringing to bear on their members. It may be, also, that there is a growing realization of the seriousness of the war. If it could be brought home to every individual how vital this war affects the progress of our own days in the nation, I cannot doubt that more unmarked improvement would be shown.

What is technically known as "dilution"—that is, the careful banding of highly-skilled labour by the introduction of less-skilled labour and the substitution of woman labour for man labour—is being gradually extended. For their acquiescence and assistance we acknowledge our obligation to the trade unions, and we hope for their ungrudging help in carrying the principle further during the war. The number of our women workers has largely increased, and their efforts merit very high praise indeed. We are doing all we can to improve the conditions of labour, both male and female, by the establishment of canteens and clubs. Well-to-do workers are devoting special attention to the women.

STRENGTH IS WHAT YOU NEED

If you are tired, weak, run-down, and lack ambition or nerve force, you are running the risk of having a serious breakdown if you fail to secure proper treatment at once.

For those who are suffering from loss of strength or nerve troubles there is nothing that can equal Sargol for revitalising the nerve cells and bringing strength and energy to every part of the body. Sargol has increased the strength of delicate, run-down, nervous people more than 300 per cent. in many instances. It does not matter whether you have lost your strength and nerve-power from over-work, illness, or from your old-time strength and energy if you give it a fair trial. It strengthens the system and tones it up as no other preparation can.

Sargol is a doctor's prescription, and not a patent medicine. It is so carefully prepared that even the weakest stomach will quickly assimilate its strength and nerve-restoring properties. That is why it is prescribed so freely by physicians for those whose strength is below normal. If you are wondering if Sargol would actually benefit you, why not do the one thing which Sargol convinces you—give Sargol a trial! And with your nerves begging you for help, and your friends worrying about your condition, why not do this soon!

Sargol is sold and recommended in England by such high-class firms as Boots Cash Chemists, Harrold, Selfridge, Taylor's Drug Store, Lewis & Bournes, and J. W. Whiteley.

Sargol is sold here in Hongkong by such well-known chemists as A. S. Watson & Co. Ltd., The Victoria Dispensary, The Pharmacy, Queen's Dispensary, The Edward's Dispensary, and by other leading dealers everywhere.

HAVE YOU A BAD LEG

With friends that discharge or otherwise, perhaps surrounded with information and advice, that when you have a bad leg, it is a very common complaint, and one that is often overlooked. It is a very common complaint, and one that is often overlooked. It is a very common complaint, and one that is often overlooked.

GRASSHOPPER

GRASSHOPPER is a very common complaint, and one that is often overlooked. It is a very common complaint, and one that is often overlooked. It is a very common complaint, and one that is often overlooked.

SILIMPOFON (SEBATTIKO) COAL

THE Undersigned having been appointed AGENTS for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOFON COAL trimmed into Bunkers at SEBATTIKO or SANDAKAN (British North Borneo).

SILIMPOFON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIKO or SANDAKAN exclusively for SILIMPOFON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebatik's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuku Bay (Sebatik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD., Agents COWIE HARBOUR COAL Company, Limited.

HIMROD'S

Gives Instant Relief No matter what your respiratory organs be suffering from—COPPER, ASTHMA, INFLUENZA, BRONCHITIS, OR ORDINARY COUGH.

—you will find in this Himrod's Cough Syrup, the power that is really unequalled.

MADE IN HONGKONG

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AUCTIONEERS, TO THE GOVERNMENT.

General Auctioneers Share, Coal and General Produce Brokers and Commission Agents.

PROPRIETORS "Te-Kwa-Wan" Coal Storage.

Codes used Bentley's A. S. C. 4th & 5th Editions A 1 Telegraphic Code.

Telegraphic Address "MEXICO" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED).

THURSDAY, the 15th February, 1917, commencing at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

MISCELLANEOUS STOCK, comprising—

Gent's Woolen Suits and Pants, Shirts, Ties, Sweaters, Socks, &c., about 100 pairs Lady's Boots and shoes, Bath Robes and Gowns, Cuddypants, Blankets, Bath and Face Towels, Toilet Soap, etc. about 20 Doz. Tumblers, Hot or Cold Flasks, etc., Dressing Cases.

And about 20 Doz. Lady's Silk Hosiery.

Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Feb. 7, 1917. 1473

PRELIMINARY NOTICE

PUBLIC AUCTION.

THE Undersigned have received instructions from The Executors of the Estate of the late Mr. L. R. NEEDEHAM, to sell by Public Auction.

(FOR ACCOUNT OF THE CONCERNED), on SATURDAY, the 17th February, 1917, at 3.0 p.m., at No. 8, Mountain View, The Peak.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, contained therein.

Further particulars will be published later.

Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Feb. 10, 1917. 1463

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), on SATURDAY, the 17th February, 1917, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A consignment of HOUSEHOLD LINEN, &c., consisting of—

Sheets, Table Cloths, Serviettes, Towels and Bath Sheets, Dusters, Bedspreads, Lady's and Gent's Handkerchiefs, Pillow Cases, Underskirts, Ladies Underwear.

Also A number of Lady's Sweater Coats (new) and A number of lots of Lace Curtains.

Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Feb. 8, 1917. 1478

FOR SALE.

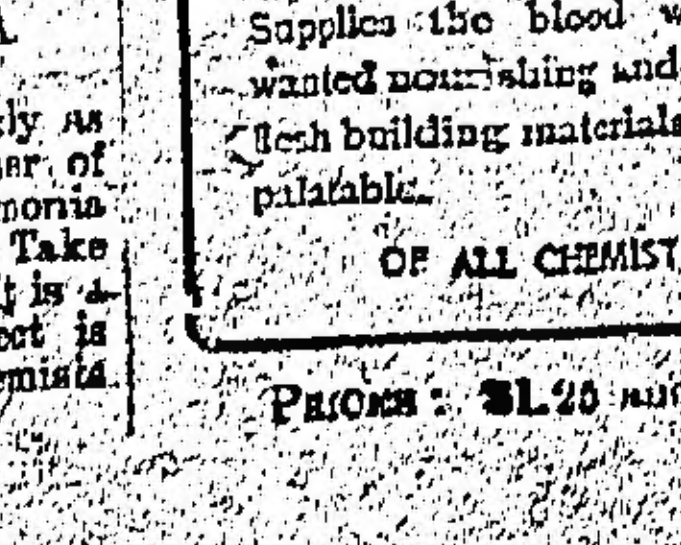
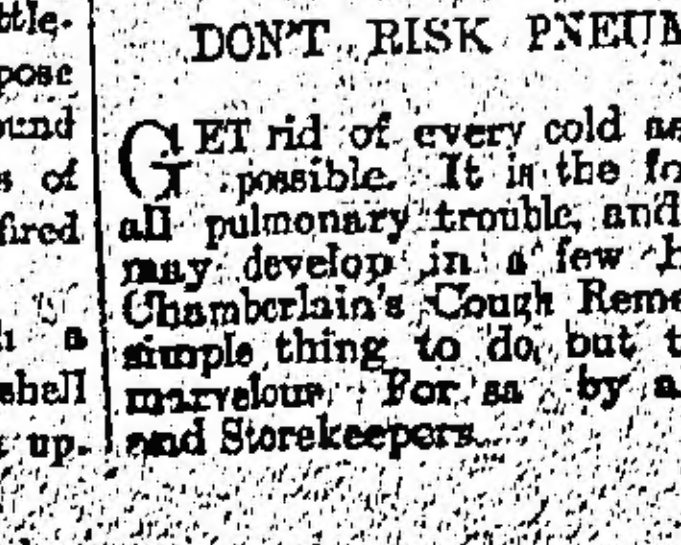
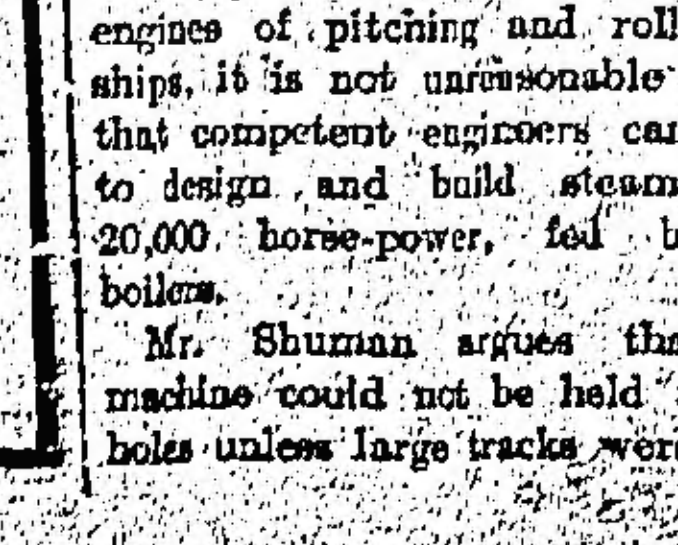
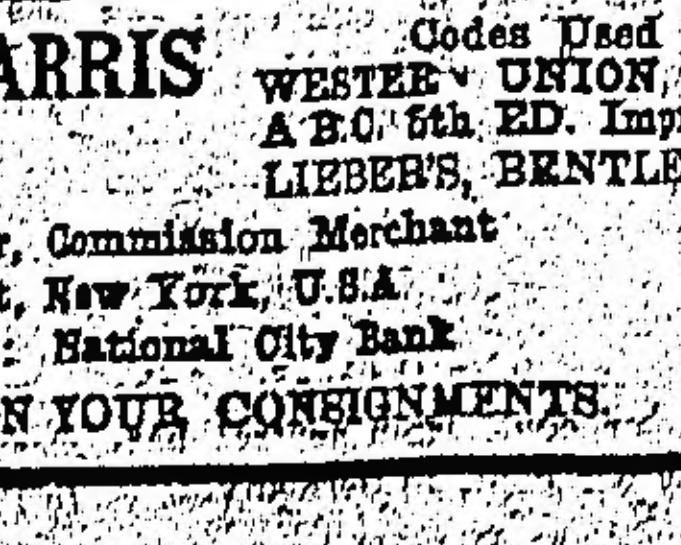
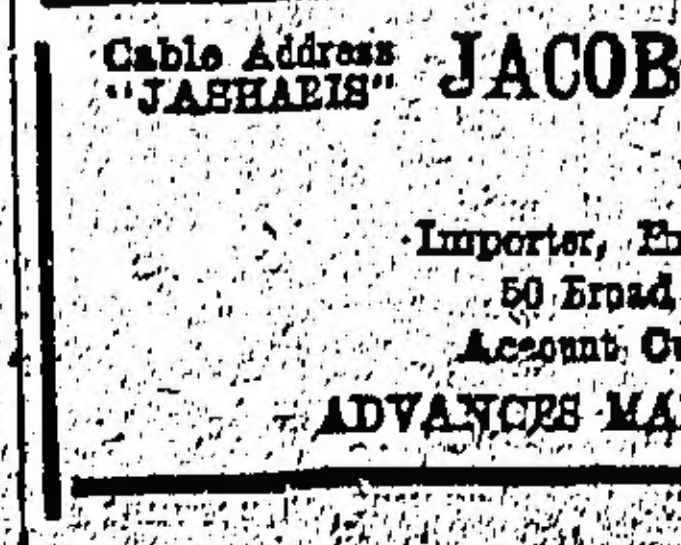
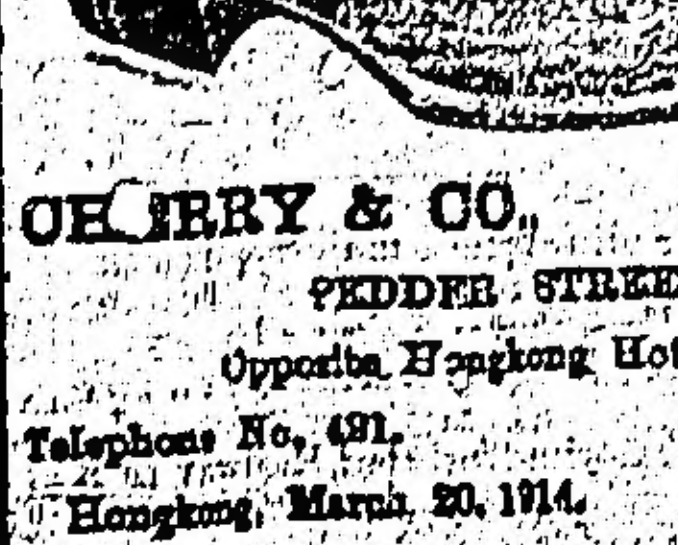
at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

SECOND HAND CONTRACTORS PLANT, THE DOLITE AND LEVEL. Full particulars may be had from the undersigned.

Terms—us usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, Feb. 7, 1917. 1474





**WATSON'S**  
**OLD BROWN SHERRY**  
**EE QUALITY.**  
**A. S. WATSON & CO., LTD.**  
WINE AND SPIRIT MERCHANTS.  
Telephone No. 616.

## To-day's Advertisements

HONGKONG CANTON & MACAO  
STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.25 per Share, declared at the Ordinary Meeting of Shareholders, held this day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 13th FEBRUARY, 1917. Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.

Hongkong, Feb. 13, 1917. 1199

THE CHINA PROVIDENT LOAN &  
MORTGAGE CO., LTD.

THE TWENTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 8, George Street, on FRIDAY, the 23rd FEBRUARY, 1917, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1916, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 12th FEBRUARY, 1917, until FRIDAY, the 23rd FEBRUARY, 1917, both days inclusive.

SHEWAN, TOMES & CO.  
General Managers.

Hongkong, Feb. 13, 1917. 1496

(Continued on page 8.)

## THE DIARY

MEMO. FOR TO-MORROW.  
9.15 p.m.—Concert at Helena May Institute.

## General Memoranda.

THURSDAY, Feb. 15.—  
10.30 a.m.—Auction of Miscellaneous Stock (Ladies' Silk Hose and Boots and Shoes etc.).

SATURDAY, Feb. 17.—  
10.30 a.m.—Auction of Household Linen at Messrs. Hughes and Houghton.

Noon.—Hongkong Hotel Co.'s Meeting.  
2.15 p.m.—Cricket on H.K.C.C. ground.—Club v. Civil Service.  
2.30 p.m.—Auction of Household Furniture of the late L.R. Needham at No. 8 Mountain View, the Peak.

MONDAY, Feb. 19.—  
5.30 p.m.—Lecture at Helena May Institute.

TUESDAY, Feb. 20.—  
Shrove Tuesday.

WEDNESDAY, Feb. 21.—  
Ash Wednesday.

FRIDAY, Feb. 23.—  
Hongkong Stock Exchange Settlement Day.

SATURDAY, Feb. 24.—  
Noon.—Hongkong and Shanghai Banking Corporation's Meeting.  
Mon. 28, Tues. 27 & Wed. Feb. 28.—  
Hongkong Jockey Club Race Meeting.

THURSDAY, March 1.—  
St. David's Day.

SATURDAY, March 3.—  
H.K. Jockey Club Race Meeting 'Of' Day.

THURSDAY & FRIDAY, March 9.—  
H.K. Society's Annual Flower and Vegetable Show.

## FOR JOBS.

## YOUR NAME

in gold on your

## RACE BOOK.

Can you distinguish your Race Book from any other?

Secure speedy return of your Race Book should you mislay it.

Name and Year printed on the cover in gold at the CHINA MAIL Office.

Price fifty cents.

## NEWS OF THE DAY.

## LOCAL AND GENERAL.

The last lecture on Ruskin will be delivered at the Helena May Institute on Friday next, the 16th inst., at 10.15 a.m.

Mr. A. M. Chalmers, H.B.M. Consul-General at Yokohama, has been created a Companion of the Order of St. Michael and St. George.

According to the Chinese papers, the Government has approved the proposal to improve the waterways in the region of Ichang, Chungking and other parts of the Upper Yangtze in order to facilitate navigation.

The Kirin Brewery Company has declared a dividend at the rate of 20 per cent. per annum. It has been decided to increase the present capital of ¥2,500,000 to ¥3,000,000, to provide for a further extension of business.

It is stated that Mr. L. F. Fulford, C.M.G., Consul-General at Tientsin, is shortly retiring and that his place will be filled by Mr. W. P. Ker, C.M.G., Commercial Attaché in Peking. It is probable that Mr. Archibald Rose will go to Peking in Mr. Ker's Place.

At H. K. V. R. Order of today's date says:—The following members will attend at King's Park Range on Friday the 16th inst. at 2 p.m. Dress: Drill Order. Sgt. A. Charlton, Ptes. W. L. Lewis, K. W. Bean, F. A. Coleman, T. Oliphant and P. H. Rolfe.

An excellent programme has been arranged for the concert at the Helena May Institute to-morrow night. The contributors will include Mr. Dunman Fuller, Mr. and Mrs. Muriel, Mrs. Marley, Mr. Findlay Smith, Mrs. Baleson, the Hon. Mr. Claud Severn, Mr. Leith, Miss Lillie, Mrs. Galloway, Mr. Jones, and Mr. R. Sutherland. The concert commences at 9.15.

## CHINA AND GERMANY.

The local Chinese newspapers publish to-day several telegrams dated from Peking and Shanghai on the 9th, 10th and 11th inst., relating to the Chinese protest to Germany.

Though it is not stated definitely in any of them that diplomatic relations have been actually severed, a Peking telegram to the 'Wah Tsu Yut Po', despatched on the night of the 10th inst., says: "The German Minister has received his passport and is leaving on Monday."

A Shanghai telegram, dated the 11th inst., says the Shanghai Arsenal has been instructed by the War Ministry to prevent German steamers leaving Shanghai, and adds that Chinese warships have been on guard at Woosung since last Sunday (the 4th inst.).

It is also stated that public opinion in Peking welcomes the Government's action and that the various political parties propose to form an association to support the Government's diplomatic policy.

It appears from another telegram that the Premier was at first opposed to taking action of any kind at present, and a deputation of the old military school strongly urged him to maintain this attitude, but a deputation from the Generals of the Revolution and the Young China party vehemently advocated the opposite course. The Vice-President also urged the Government in a similar sense, when the majority of the Cabinet were persuaded by degrees to see the matter in this light and the Premier was overruled.

## BIG FIRE AT YOKOHAMA.

There was a great explosion followed by a fire in a Yokohama godown on the 2nd inst., and extensive damage was caused to property in the vicinity. It appears that the godown contained a large quantity of gasoline oil, sulphur and other inflammable goods. The damage done is estimated at 30,000 yen.

## DON'T COUGH.

It is absurd to allow a cough to hang on and sap your vitality when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will land you. You can't afford to allow your throat and lungs to become diseased when it is such a simple thing to treat into a Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

## THE MAGISTRACY.

## SHIP'S CAPTAIN PROSECUTED BY POSTMASTER-GENERAL.

Captain Baylis, Master of the S.S. 'Lienching', was summoned before Mr. C. D. Melbourne this afternoon for refusing to receive on board his vessel, G. P. O. mail for Saigon.

The manager of the Man Chuen Steamship Company was also summoned to notify the Postmaster General that the sailing time of the S.S. 'Lienching' had been postponed.

Mr. E. D. C. Wolfe, Postmaster General, appeared to prosecute and the case against the Steamship Company was taken first.

The Company's manager deposed that the departure of the S.S. 'Lienching' had been delayed because of some trouble with the steamer's water tanks and that as soon as the Company heard of this they notified the G. P. O. that the vessel would not leave on schedule time.

The officer in charge of the G.P.O. launch then testified that he had taken 22 bags of mail out to the S.S. 'Lienching' and the Captain had informed him that the ship was not leaving on time and refused to receive the mail on board.

Replying to the officer's testimony Captain Baylis denied having refused to receive the mail and said that he had merely explained to the launch officer that there was no place on board where the mail could be stowed.

Mr. Wolfe then stated that it was provided that every shipping company was bound to give the earliest possible notice to the G. P. O. of any change in the sailing time of any of their ships.

"I do not wish to press the charge against the ship's captain," said Mr. Wolfe, "but I feel that he should be given to understand that a little more courtesy to the G. P. O. officials would avoid considerable trouble. The Steamship Company, however, were grossly negligent in failing to comply with the Ordinance."

His Worship cautioned the Captain and imposed a fine of \$50 upon the Steamship Company.

## THIEF OF A PENKNIFE.

A Chinese employee of the Sanitary Department was charged before Mr. U. D. Melbourne with stealing a penknife. Inspector Taylor of the Sanitary Department said that while engaged in removing a case of smallpox from No. 5 New Street he saw the defendant, who was working in the house at the time, take something from a tray and put it in his pocket. Upon searching him he found the penknife, which the defendant said belonged to him. He then called the tenant and when the latter had the penknife was her property the defendant admitted the theft. His Worship imposed a fine of ten dollars.

## ALLEGED POCKET PICKING.

A Chinese charged with pocket picking was brought before Mr. J. R. Wood this morning. It was alleged that defendant was caught in the act of stealing a watch from the complainant's pocket while he was walking along Des Voeux Road, just outside the Sun Company store. The defendant pleaded guilty and was sentenced to one month's imprisonment.

## CONTRAVENING BUILDING BY-LAWS.

A Chinese contractor was charged by Building Inspector Bergatt with having contravened the building by-laws. It appeared that defendant had failed to comply with certain building requirements in the erection of a house in Whitfield, off Causeway Bay. Mr. Melbourne imposed a fine of \$200.

## GERMANY'S SHIPPING LOSSES.

Captain Schroeder, in a lecture before the German Institute of Science, of Navigation, recently stated that since the outbreak of war 122 German ships, representing 452,000 registered tons, had been destroyed by mines or torpedoes; 267 ships, with a cargo capacity of 807,000 tons, had been captured by the enemy and turned to his own use; and 821 merchant ships, of 2,341,000 registered tons in all, were lying interned in neutral harbours. In German harbours are 400 steamships, of a total of 2,400,000 registered tons. This means that 7.5 per cent. of German tonnage is irrevocably lost, 12.4 per cent. is in the hands of the enemy, 39.1 per cent. is in neutral harbours, and 40 per cent. in Germany.

## COMPANY MEETING.

## THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

The thirty-seventh ordinary annual meeting of shareholders of the Hongkong Canton and Macao Steamboat Company, Ltd. was held at noon today at the Company's offices in the Hotel Mansions.

There were present: The Hon. Mr. P. H. Holyoak, (Chairman) Hon. Mr. C. C. Anton, Messrs. R. Shawan, H. W. Looker, S. H. Dodwell, Sir R. Ho Tung (Director) Owen Hughes, M. S. Northcote, C. E. Warren, C. G. Moxon, A. Shelton Cooper, P. Tester, and W. E. Clarke (Secretary).

The Chairman said: As it is past the hour for which this Meeting has been called, and as there is a quorum present, I will ask the Secretary to read the notice convening the Meeting.

The Secretary having read the notice the CHAIRMAN said: Gentlemen,—The Annual Report and Statement of Accounts with Auditors' Report attached, having been in your hands for the usual period, I will, with your permission, take them as read. The result of the year's working under review will, I hope, be considered satisfactory by the shareholders, and I trust that the appropriations recommended will meet with your approval.

You will be pleased to know that all cases of litigation pending with the Sze Yap Steamship Co. in connection with collisions were settled amicably in the early part of the year without any financial loss to your Company.

Our trade and passenger traffic returns were very poor in the beginning of the year, but about April, owing to the political troubles at Canton, our earnings from passenger traffic began to improve until August when there was a slight set-back due to the cholera scare. This improvement affected all lines operated by your Company and was due to the general unrest throughout the Province of Kwangtung. Freight receipts during this period of unrest naturally declined and, for the whole year Canton exports, as in the two previous years, showed a big decrease compared with pre-war years. During the same periods, however, we obtained an increased share of native exports owing to the cessation of junk traffic.

In June last your Directors profitably disposed of the wooden steamer 'Hoi Sang' as she had reached that age and condition requiring large outlay in repairs and renewals.

On the 7th November last, the s.s. 'Sui An', after having completed repairs and general overhaul, departed for Macao to resume her usual run on the Macao-Canton Line, when, early on the following morning a fire was discovered on board which spread with great rapidity and completely destroyed the superstructure. Fortunately the Macao Government Fire Brigade was able to render such valuable aid as to save the vessel from total destruction. For this service the thanks and appreciation of this Company have been conveyed to the proper quarter. The Underwriters promptly settled our claim on a lump sum basis, which enabled your Directors to enter into a contract for the reconstruction of this vessel's superstructure on more modern lines, the extra cost of which (estimated at about \$50,000) will have to be considered in this year's working and the completion of this work may be expected about the end of April. All the vessels have been put through their annual surveys and general overhauls including special repairs and renewals to the steamer 'Honam'. All are now in good working order for the current year.

Turning to the Balance Sheet you will notice Loans on mortgage have been reduced by \$39,000, as your Board did not deem it good policy to continue holding such mortgages any longer. This amount, together with first class local securities, also \$20,000 in British Government 4½ per Cent. Bonds and \$37,500 (part of \$50,000, now fully paid in) in Hongkong Government 6 per Cent. War Loan. This latter amount your Board decided to invest to meet the liability of the Company's Staff Provident Fund which amounted to \$44,951.87 at the close of the year and is included in sundry creditors.

The depreciation in shares in Public Companies is accounted for by the rise in exchange and, in consequence, large disposals on the local market by home investors. Certainly the fall in values is not due to paucity of earnings on the part of the Companies we have investments in, and, therefore, I am inclined to think it is only a temporary drop. However, depreciation and appreciation works automatically by means of our Fluctuation Account and therefore does not affect the Profit and Loss Account, which has fluctuated between \$22,000 and \$182,000 during the last ten years and will continue to do so with the rise and fall in share values.

The amount paid for repairs to steamers, lighters and wharves is above the average of former years and is due to increased charges.

The cost of special repairs to the steamer 'Honam' had to be debited to Profit and Loss Account on account of the funds for this purpose being insufficient.

The Bonus recommended for the foreign staff generally is part of a promise made by your Board, when about the middle of the year they had to consider the question of increased emoluments to the floating staff. I feel sure the shareholders will sanction this bonus when they remember the extra work and risks taken during the troublous times in the neighbouring provinces.

I am pleased to say that there has been a considerable reduction in the loss caused by the exchange of subsidiary coins during the last three months of the year. The figures \$72,670.19 it must, however, still be considered a heavy tax on our working.

The tremendous increase in the cost of nearly all supplies and more especially coal have compelled your Board to take a conservative view with regard to the dividend, and I am sure this policy of caution will not fail to commend itself to you. Shareholders will readily recognize the soundness of conserving our resources when you consider the fact that, unlike coastwise and ocean shipping, tonnage in the river trade is far in excess of ordinary requirements.

In reviewing the figures for the year it will be seen that during that period, in spite of strenuous competition and a fair share of serious 'visitations' in the nature of typhoons, pestilence, floods, famine and ever recurring political disturbances, we have written down the value of steamers and properties over \$410,000, added to Insurance and Depreciation Fund \$90,000, carried to Special Repairs Fund \$150,000, invested over \$350,000, in new tonnage and \$160,000 in new wharves, and distributed in dividends over a million and half dollars.

I do not think there is anything else in the Balance Sheet that requires special mention, but should any shareholders desire to ask any further questions, I will answer to the best of my ability, after the adoption of the Report and Statement of Accounts, has been proposed and seconded.

The Chairman then proposed and Mr. Owen Hughes seconded the adoption of the Directors' Report and the Statement of Accounts and the motion was carried.

Mr. T. F. Hough then proposed and Mr. M. S. Northcote seconded, the re-election of Sir Robert Ho Tung and Mr. S. H. Dodwell, as directors, and the Chairman proposed and Mr. G. C. Moxon seconded, the re-election of Messrs. Bernard Brown and A. R. Lowe as auditors for the ensuing year at a remuneration of \$400 each.

Both proposals were carried.

## THE HONGKONG &amp; KOWLOON WHARF &amp; GODOWN CO., LIMITED.

The report for presentation to shareholders at the thirtieth ordinary annual meeting states:—

The Directors beg to submit to shareholders their report with a statement of accounts for the year ended 31st December, 1916.

The profit on working was \$706,744.55 as compared with \$471,292.75 in 1915.

The balance at credit of Profit and Loss account, including \$105,895.67 brought forward, from last year and after deducting Directors' and Auditors' fees, and paying for all interest and repairs, amounts to \$728,080.81, which it is proposed to appropriate as follows:—

To pay a dividend of 8%—\$240,000.00  
" bonus of \$2 per share 120,000.00  
To write off Launches ..... 10,000.00  
" Lighters ..... 43,295.30  
" Machinery and Plant 13,727.05  
" Kowloon Wharves 55,512.29  
" West Point Wharf 500.00  
" Railways and Rolling Stock 10,000.00  
" carry forward to new account 225,043.17

\$728,080.81

Business.—The political trouble in South China created an unusual demand for godown accommodation, and was responsible for a large increase in our storage earnings. Receipts from wharf and lighter work also improved.

Land.—M. L. 91 (old Police Basin) has now been filled in.

Buildings.—Two single-storey godowns are being erected—one on Kowloon Island Lot 211 and the other on Kowloon Marine Lot 21.

Wharves.—No. 5 was completed in October. The sea bed in the vicinity of this wharf has been dredged to meet the requirements of deep draught steamers now calling at this port.

Launches.—It will shortly become necessary to replace our older launches.

Lighters.—A secondhand 200 ton Steel-Lighter was acquired during the year.

Directors.—Mr. E. V. D. Parr has joined the Board. Mr. J. W. C. Bonnar retired during the year and his place was taken by Mr. A. O. Lang. Hon. Mr. E. Shellin and Mr. A. David retired according to the Articles of Association and being eligible offer themselves for re-election.

Auditors.—Messrs. F. Maitland and H. Percy Smith, F.C.A., have audited the accounts now presented and offer themselves for re-election.

Hongkong 31st January, 1917.

C. E. ANTON,  
Chairman.

In a leading article maintaining that there must be no economic war after the war, the 'Frankfurter Zeitung' lays stress on the importance for Germany of a free world market, and attacks those who dream of a Berlin-Baghdad Railway or a new economic policy with Russia as compensation for it.

## HOIHOW NOTES.

(From Our Own Correspondent.)

Hoihow, Feb. 8.

The Chinese holiday season was observed in Hainan this year very much in the same manner that it was before the revolution. The police in Hoihow forbade the carrying of the idols in the usual processions, but the processions went through the streets without the idols.

## GENERAL LUNG RESTORES PEACE.

The coming of General Lung to Hainan has brought peace to the districts in the "East of the Island." Many of the so-called rebels have returned to the Western side of the island, where they have been looting travellers. A foreigner coming out from the interior found ten travellers, during one day's travel, when travellers had been robbed during the previous week. Coolies refused to travel that road without a guard of soldiers.

## THE AMERICAN PRESBYTERIAN MISSION.

The American Presbyterian Mission has recently held its twenty-fifth annual meeting at Kachek near the east coast. It was then reported that the number of baptized converts connected with the mission is 1,816, and that the Mission has the goodwill of the people everywhere. This was not shown to Mr. Gilman on his recent visit to Luechow on the mainland, where pirates held up the junk on which he was travelling, and took everything that they wanted from the boat and passengers.

When General Lung first came to Hainan there were reports of disorders committed by his followers in different places, and one of the missionaries in Kiangchow had a horse stolen. Several of the soldiers were punished, and one was shot for wounding a villager; and there is now much better feeling shown towards the new comers than at first. The Yunnan and Hunan soldiers that he brought scattered everywhere through the island to the number it is said of over ten thousand.

## SPORTING.

## TRAINING TIMES.

"There were a few gallops this morning on the inside course, which was rather heavy going.

The times taken were:—  
Marengo (1) and Monstro (2), 1 mile, 1.07.2, 1.41.2; last 1/4, 34.  
Nancy, 1 mile last 1/4, 36, 1.12.2, 1.48.2; last 1/4, 36.

Golconda (1) and Cadogan's Stan (2), 1 mile last 1/4, 40.2, 1.18.2, 1.53; last 1/4, 34.3.

Crosby, 1 mile, 35, 1.10, 1.42.2; last 1/4, 32.2.

Capitano, 1 mile last 1/4, 35, 1.10, 1.43; last 1/4, 32.

Asialist, 1 mile, 32, 1.08, 1.40, 3.16; last 1/4, 36.

Oak Bar, 1 mile, 36, 1.10, 1.43.4, 2.17; last 1/4, 33.1.

Key and Sea, 1/2, 3.57.

Tox Collection, 1 mile last 1/4, 32.4, 1.06.3; last 1/4, 33.4.

Kharlin, 1 mile, 32, 1.08, 1.40, 2.14.2; last 1/4, 34.2.

Sandala, 1 mile, 42, 1.13.2, 1.47.1, 2.22.3; last 1/4, 35.2.

The Troon, 1 mile, 35.3, 1.06.4; last 1/4, 31.1.

Brindover, 1 mile last 1/4, 35, 1.07; last 1/4, 32.

Sonyover, 1 mile last 1/4, 33, 1.06.1; last 1/4, 33.1.

Old King Cole, 1 mile last 1/4, 33, 1.07; last 1/4, 34.

Huan, Huan, 1 mile, 32.4, 1.06.3; last 1/4, 33.4.

Golconda, 1 mile, 1.04.3.

Fieldmore (1) and Dookover (2), 1 mile, 36.2, 1.09.2; last 1/4, 31.

## HOCKEY.

## UNITED SERVICES LEAGUE.

On Thursday, 15th inst., at Happy Valley will be played what might be called the Cup Tie Final for the Shield, between the Volunteer "A" Team and the 88th Coy. R.G.A. The trophy will be 4.45 p.m. The Gunners will play in colours and the Volunteers in khaki. A very interesting and hard fought game should be witnessed. The Volunteers will be represented by:—  
Racks—E. W. Hamilton, F. W. S. Evans, C. B. Johnson, Halves—E. J. R. Mitchell, K. Brayshaw, (capt), F. A. Redmond, Forwards—R. A. Brand, R. O. Hutchison, A. D. Ball, F. R. Smyth, G. Mackin.

If the Volunteers lose or draw the Shield will go to the Gunners, so the Volunteers have got to win to retain their last year's laurels.

If France has remained a country of miraculous awakenings and splendid innovations, Great Britain has remained the fastidious of persistence, calm and inflexible determination, whose reverses and defeats only temper and harden. These qualities must then be united in the final motto: "To the end."—M. Charles Humbert in the 'Journal'.



## TELEGRAMS.

(Continued from Page 1.)

## FIGHTING ON THE BRITISH FRONT.

## A "MASTERY RETIREMENT" BY THE ENEMY.

AMSTERDAM, Feb. 12. The British capture of Grandcourt is still not mentioned in the German communications, but the papers are beginning to break the news. The *Local Anzeiger* describes the evacuation as a mastery retirement.

## FURTHER BRITISH PROGRESS.

LONDON, Feb. 12. Field-Marshal Sir Douglas Haig reports: We further progressed last night in the neighbourhood of the Beaumont-Hamel road, and secured 500 yards of trench without difficulty.

A counter-attack southwards of Serre Hill was caught by our quick-firing batteries, and machine-gun fire and easily repulsed.

We pushed the enemy's line in a number of places.

We blew up an ammunition dump south-east of Arras, and dispersed a column north-east of Neuville St. Vaast.

## THE GERMAN ACCOUNT.

A German official report states: We repulsed English attacks eastward of Arras, and southward of the Basses Canal.

We repulsed six night attacks between Serre and the Ancre. Our assailants, who wore snow shoes, met with heavy losses in a hand-to-hand fight.

We evacuated a trench south-east of Serre before an English attack.

## MINOR SUCCESSES ON FRENCH FRONT.

LONDON, Feb. 12.

A French communiqué records minor successes, including two *coups de main* in Artois, and the sector Hill 304 respectively, in which prisoners were taken.

An enemy aeroplane was brought down.

A French air squadron bombed railway stations at St. Enay, Dun-sur-Meuse and Athies.

## LATER.

A communiqué states that there has been intermittent reciprocal artillery activity in the region of Bezancon and sectors in the Vosges.

## KAISER'S REQUEST TO HIS TROOPS.

## CROSS THE YSER.

AMSTERDAM, Feb. 12.

It is reported that the Kaiser in an Army Order says: "My armies have crossed all the rivers they have met. Now I ask them to cross the Yser."

## EFFECTS OF THE INCESSANT BRITISH BOMBARDMENT.

## A CAPTURED REPORT.

LONDON, Feb. 12.

Reuter's Correspondent at Headquarters says the effects of the incessant British bombardment are indicated in a captured report from a company commander of the 81st German Infantry to a battalion at Headquarters dated February 4th. It said: "Our trenches are blotted out, dug-outs are unusable, shell after shell bursts right on top of them. British airmen are flying very low to direct fire. Our artillery fired very little. German airmen only appeared in the evening, and failed to disturb the British. The latter appear to be using a new type of gun, the shell from which bursts like a mine. The area of destruction is large."

## THE BRITISH ADVANCE.

## FRENCH COMMENT.

PARIS, Feb. 12.

The newspapers are paying great attention to the British advance, characterising it as of real importance, and suggest that the British should definitely ascertain whether the German retirement is wholly forced or represents some new tactical device.

## THE RUSSIAN FRONT.

LONDON, Feb. 12.

A Russian official report states: The enemy under cover of a snow-storm attacked northward of Kiselip and penetrated our trenches but were driven out.

The enemy crossed the ice on the Dniester and pressed back our field posts but we counter-attacked and regained the positions.

## THE GERMAN VERSION.

A German official report says: We advanced at Duna and Kiselip.

## THE FIGHTING ON THE ITALIAN FRONT.

## ENEMY NEAR GORIZIA COMPLETELY REFUSED.

LONDON, Feb. 12.

An Italian official report says: We repulsed Tarvis station and repulsed an enemy attack in the Vodel zone after violent hand-to-hand fighting. The survivors were captured.

We re-established our lines eastward of Gorizia and completely repulsed the enemy with serious losses. We took a hundred prisoners.

## CONDITIONS IN GERMANY.

BERLIN, Feb. 12.

Members of Mr. Gerard's party state that conditions in Germany are bad but the people are not starving. They live buoyed up by hopes of submarine warfare and are resolved to fight to the bitter end.

The Dutch Minister from Bukharest is taking up the interests of German prisoners.

Seven hundred Americans are remaining in Berlin.

## THE NEW VOTES OF CREDIT.

LONDON, Feb. 12.

Mr. Bonar Law, introducing in the House of Commons votes of credit for £550,000,000 to cover war expenditure to May 31st, said the total votes of credit for the current financial year would be £1,950 millions. Expenditure on the Army, Navy and munitions had increased by a million daily compared with the first six months of the year.

The demands from the Dominions recently had been much less than the average for the year. The Dominions were still able to finance themselves very largely. The increase of munitions was as continuous as ever.

The smallest increase in any kind of shell compared with the first year of the war was twenty-eight times.

Mr. Bonar Law estimated the advances to the Allies and the Dominions to March 31st would total 800 millions. He was most confident as to the future. He did not know whether the new War Loan would be a success, but the applications would certainly be more numerous and he believed the amount applied for would be greater than ever before.

Referring to Salonika, he stated that the British and French commanders believed that in the event of a German-Bulgarian offensive the danger from attack in the rear was nothing like what it was a few weeks ago, thanks to the measures decided upon at the Rome Conference. The latter was most fruitful. As an instance, it was arranged that supplies for Salonika and also large quantities of coal for Italy should be sent overland, thus saving shipping and avoiding submarines.

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## THE NEW YEAR HONOURS.

LONDON, Feb. 12.

The new Government's New Year Honours have been published, and include one Canadian Peer, numerous Colonial distinctions, seven Barons, including two prominent men on the Board of Munitions, and twenty-eight Knights, including nine civilians connected with defence and munitions.

A Baronetcy has been conferred on Sir Charles Wakefield (Alderman of the City of London).

## THE PRICE OF "THE TIMES."

LONDON, Feb. 12.

The *Times* has increased its price to 2d. and has decided to revise the old-fashioned system of circulation—some copies for several houses; and it is insufficient to restrict the sale. The price will be increased to 3d. and even to 7d. in order to reduce the output of white paper.

## EARLIER TELEGRAMS.

## HEAVY FIGHTING ON ITALIAN FRONT.

## AN UNSUCCESSFUL AUSTRIAN ENTERPRISE.

LONDON, Feb. 12.

An Italian semi-official message states that the Austrians recently repeatedly attacked, endeavouring to effect the Italian front from advanced positions east of Gorizia favourable to an Italian offensive. Their attack on the night of the 10th inst. and the following day was made with great effect, and the whole of their artillery. Thinking that the defenders were annihilated by the bombardment, the infantry assaulted, and desperate fighting ensued. Italian counter-attacks recaptured the captured positions, and the Italian front at the end of the action were intact, and the position unchanged except for a few advanced trench elements which were occupied by the Austrians. Hundreds of the latter dead were left on the field.

## BULGARIANS LOSING HEART.

SALONIKA, Feb. 12.

The Bulgarians, at a certain point on our front, recently hoisted the notice:—"German retreating, we will come over to you when they have gone."

Undoubtedly the exhaustion of the Bulgarians is affecting the moral of the Allies.

Meanwhile, the Allies are not idle, and the Balkan front may yield surprises influencing the final issue.

## AMERICA AND GERMANY.

## MR. GERARD AT BERNE.

ROME, Feb. 12.

Mr. Gerard and his party have arrived here.

## GERMAN REPRESENTATIONS.

NEW YORK, Feb. 12.

There has been no announcement with reference to the German communication. It is not denied that representations of some kind have been made, but whether through a Note, or orally, cannot be ascertained.

## THE PACIFIST MOVEMENT IN AMERICA.

LONDON, Feb. 12.

The Washington correspondent of the *Morning Post* says that the pacifist movement is growing, especially in Congress, where blocking amendments threaten to delay the military and naval appropriations.

Mr. Bryan is actively associating himself with the peace propaganda, and Lincoln's anniversary will be celebrated in Washington by a meeting of pacifists, who will memorialise President Wilson not to go to war.

## BOLIVIA STRONGLY DENOUNCE "FRICTIONFULNESS."

LA PAZ, Feb. 12.

The Foreign Minister has handed the German Minister the Bolivian reply to unrestricted submarine warfare, which denounces in the strongest manner, describing it as warfare without belligerency, because Germany claims to be a neutral nation, and the latter shall where to neutrality. Therefore, Bolivia identifies herself with the United States in demanding respect and freedom of trade.

## FOMENTING LABOUR TROUBLES IN RUSSIA.

PETROGRAD, Feb. 12.

It is officially announced that eleven members of the "Workers' Group of the Central Military and Industrial Committee, of Petrograd," have been arrested and charged with fomenting labour troubles, aimed ultimately at transforming Russia into a Socialist Republic Government.

## SUBMARINE PIRACY.

LONDON, Feb. 12.

The following sinkings are announced: *Japanese Prince, Lullington, Beach Tree (British), Ellavik (Norwegian), Dutch trawler and a lugger.*

There are no further details of the *Montola*.

## THE SHACKLETON EXPEDITION.

## TERRIBLE EXPERIENCES OF ROSS SEA PARTY.

LONDON, Feb. 11.

Sir Ernest Shackleton has written to the *Daily Chronicle* an account of the terrible experiences of the Ross Sea party of his expedition who were absent from the *Auror* laying food depots when the latter broke off from her moorings at Cape Evans in May, 1915.

Sir Ernest Shackleton says he rescued five of the party on January 10th, while three, including the leader (Captain Mackintosh) and the Padre in the mountain succumbed to their privations. Times of their remains were unsuccessfully sought for.

The Ross Sea party's early trials were very severe. There were furious blizzards, and the temperature was thirty below zero. All except four of the dogs died in the trail. The party arrived at Cape Evans a fortnight after the *Auror* had broken away. They found plenty of food, but there was a shortage of clothing. The members of the party made clothing from materials which the Scott expedition had left. Others worked scientifically, hunted seal, and subsequently stocked the distant depots.

The party made for the south in January, 1916, and left the Padre, who had contracted scurvy, in a tent. They proceeded to lay the last depot, and found two sledges, the sole traces of Scott's expedition. On returning they picked up the Padre, who was lashed to the sledge in a sleeping bag. Scurvy generally appeared, and the most rapid travelling was made, but the strain, combined with bad conditions, shortened the marches. Fortunately they took extra food from one depot for when eleven miles from the next, and within thirty miles from whence Scott perished, an awful blizzard, lasting a fortnight set in. The camp was broken when it had lasted six days, because the men were weakening, and fuel and provisions were practically exhausted. They took three hours to dig out the sledges, and the party restarted for the next depot in a blinding drift. "It was a fight against death, calling forth qualities of self-denial, endurance and comradeship worthy of the highest traditions of the Polar service," Capt. Mackintosh and another fell on the tracks, and one was left to tend them. The others, with the starving dogs, struggled on, a depot was gained, and a return made with food to the trio left behind. "The blizzard continuing, they were found sick and helpless."

The party again made for the North, and now three were lashed to the overburdened sledges. Captain Mackintosh, realising the situation, unselfishly decided to stay behind and give the others a chance. He occupied a tent with a supply of provisions, and the remainder pushed on. The Padre died. Re-inforcing food was procured, and Captain Mackintosh was rescued after ten days.

The party made a safe depot after carrying out a specified object despite abnormal difficulties. Captain Mackintosh and his companion recovered, but were overtaken by a sudden blizzard when crossing sea-ice, on their way to Cape Evans, and subsequent indications showed that they were drowned.

## THE NEW POLAND.

PETROGRAD, Feb. 12.

The Commission which has been appointed to consider the new organisation of Poland assembled within a fortnight. Its recommendations will be submitted to the Polish leaders.

## AUSTRALIAN WAR MINISTRY.

MELBOURNE, Feb. 12.

It is understood that Mr. Hughes will form a War Ministry comprising six Liberals, and five Ministerialists.

## COMMONWEALTH WAR LOAN.

MELBOURNE, Feb. 12.

A total of £18,180,000 has been subscribed to the Commonwealth war loan, which remains open.

## A WAR TIME LIMIT.

I am speaking with some knowledge of facts, says a London correspondent writing on December 29, when I suggest that there is much significance in the following sentence from Mr. Lloyd George's great speech: "It is not the mere haphazard law of supply and demand that will accomplish that which is necessary to save the nation within the time that it is essential it should be accomplished. It is not a matter of merely the material resources of the country, but the labour of the country, is used to the best advantage, and every man is called upon to render such service to the State as he can best give."

Victory is beyond our reach. This declaration should be read in conjunction with Mr. Bonar Law's warning that the financial burden of the war on its present scale could not be borne indefinitely.

The fact, I believe, is that the Prime Minister and his colleagues take a view hostile to the theory of "attrition," they favour focusing all the powers of the nation and army for a tremendous effort, believing that the cost of such a blow, however great, would be more economical than heavy losses spread over a long period.

READY FOR THE KNOCK OUT.

Mr. Lloyd George's phrase, "months, perhaps weeks," seems to point to a view hostile to the theory of "attrition," they favour focusing all the powers of the nation and army for a tremendous effort, believing that the cost of such a blow, however great, would be more economical than heavy losses spread over a long period.

It is believed that the time is propitious for the knock out blow. Germany is visibly weakening, her internal conditions are bad, there is evidence that her relations with her allies are unsatisfactory. A determined and perfectly coordinated attack promises great results; it is always good policy to follow up any signs of "grogginess" in the adversary.

I think Law right in prophesying that there will be no stalemate, and that military operations, if properly conducted, as he advocates at home, will be speeded up to the highest pitch.

## BRITISH CONSULAR REPORTS.

## THE TRADE OF AMOY.

The Acting British Consul at Amoy (Mr. W. F. W. Turner) writes, that, speaking generally, foreign imports into Amoy have shown a tendency to decrease since the beginning of the war. Owing to the fact that the Chinese Customs returns do not indicate the country of origin of imports, it is difficult to determine to what extent British goods have shared in this decrease. As regards piece goods and sulphate of ammonia, two of the principal imports from the United Kingdom, the following particulars are, however, available.

In piece goods the figures show a decided falling-off. In the first eight months of the current year piece goods were imported to the value of £450,000 from the United Kingdom, as compared with an average annual value of £700,000, but it must be taken into account that in pre-war years Germany was credited with an annual average import of piece goods valued at £800,000, and there is no doubt that a fair proportion of these were of British manufacture.

Sulphate of ammonia has also shown a marked falling-off. Five years ago the imports of this commodity amounted to 350 tons. Before the outbreak of the war, imports had risen to approximately 1,000 tons. During 1915 imports dropped considerably, and in the first eight months of 1916 only 100 tons were imported. It is expected that on the return of business to normal conditions the development of this trade will be resumed.

## THE TRADE OF CHEFOO.

The Acting British Consul at Chefoo (Mr. G. A. Combe) writes, that at Shanghai and Hongkong are the only ports of final destination on the China coast for ocean-going vessels from the United Kingdom, imports after being dealt with at either of these places are distributed to other Chinese ports as required. Thus staples such as cotton goods and iron goods are at present imported into Chefoo almost entirely from Shanghai. Direct purchases from the United Kingdom mainly consist of cloth for suitings, knitting wools, ribbons, stationery, printing materials, hairdressers' requisites, &amp;c.

Imports of piece goods and iron from the United Kingdom are on the decrease, owing to the shortage of supplies occasioned by war conditions. As regards cotton piece goods, the decline in some cases, such as shirtings, is due to Chinese and Japanese competition. On the other hand there is a steady increase in imports of cotton thread for lace-making.

When the breakwater which is being built at Chefoo is completed, direct steamship communication with the United Kingdom will be established, and it is hoped that there will be a position to import direct. At present there is a demand for the goods mentioned in the first paragraph above, and direct trade can be done in these.

The names of British firms at Chefoo who could handle such goods may be obtained by British manufacturers and exporters on application to the Department of Commercial Intelligence, 73, Basinghall-street, London, E.C. In making application the reference number (599) should be quoted.

## BRITISH POST OFFICES IN CHINA.

Writing with reference to the recent notification of the post office department of the colonial government of Hongkong that Postal Union rates would in future obtain between British post-offices in China and the United Kingdom as well as the rest of the world, the United States Consul-General George E. Anderson says:

The chief significance of the announcement lies in the fact that the alternative of this increase in rates was the suspension or abolishment of all British post offices in China, and it therefore involved the entire policy of foreign postal agencies in China. The United States has never adopted the policy of establishing its own post offices in the open ports of China with the single exception of Shanghai, where conditions were such that that course was considered necessary, and where the American post office is operating on a commercial basis with the Universal Postal Union, and the Philippines, has become self-sustaining. The establishment of other offices would have been practicable at all times—notably at Amoy, whence most of the Chinese in the Philippines come, and where a substantial postal business would have resulted almost immediately—yet in other ports the matter has received scant consideration.

CHANGE IN RATES WILL HELP CHINESE SERVICE.

The British postal agencies in China have come to represent such a loss that the burden will no longer be carried. Under the organisation of the Universal Postal Union, the Chinese post office is the only one of the Hongkong post office until about four years ago their operation was actually under Hongkong post office accounts and all losses were made good from the earnings of the post office here. Since that time they have been operated by the Hongkong post office on a separate account, the loss being met by the British post office. The burden of these extra services to the Hongkong establishment at times has been very heavy. The service of mail to Great Britain and continental Europe by way of Amoy is maintained by a Hongkong office at a loss of about \$35,000 a year. The colony's share of the mail subvention paid the P. and O. Steamship Company is also a heavy burden. However, in most years the Hongkong post office is self-sustaining.

The Postal Union also is a notable factor in the postal situation of the country at the present time. It is much to the interest of China that all foreign postal agencies in Chinese ports be abolished, and with the continued improvement being made in the Chinese postal service, this is likely to become a live question in the near future, especially since it appears that most foreign postal agencies are operated at a loss.

The "British" post offices brings the Chinese post office to a level with the charges of the Chinese post office for foreign service and thus give the Chinese post office a chance to compete with the British office on equal terms. Aside from the single agency of the United States at Shanghai, it is generally understood that Japan is the only nation operating its postal agencies in China at a profit.

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The mild and soothing influence which this preparation has classes it among the most valuable of its kind, in cases of Cough, Asthma, Bronchitis, Shortness of Breathing, or Difficulty of Expectoration; and while it removes the accumulation of phlegm, from its Tonic and Astringent virtues it prevents its formation, and allays irritation of the membranes of the throat and chest, rendering those delicate parts less susceptible of future irritation and disease.

DOSE.—From ten drops to one tea-spoonful according to age and circumstances, to be taken three or four times a day, or when the Cough is troublesome.

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## HONGKONG POLICE RESERVE. ST. JOHN AMBULANCE BRIGADE.

MUSKETRY COURSE 1917, PART II.

HONGKONG AND CHINA DISTRICT

Members selected to go to Canton, will parade at the Headquarters of the Chinese Y.M.C.A. Division at 8 p.m. to-morrow Wednesday, the 14th inst. Baggage clearly marked with the owner's name and rank must be sent to above Headquarters not later than 5 p.m. on Wednesday.

"Uniform"—When travelling and on parade, uniform will be worn as follows:—Helmets, shorts, puttees, water-bottles (filled), haversacks (fully fitted). Each member will take an additional suit of uniform. Great-coats to be rolled, or worn as ordered.

When of duty, long trousers are to be worn; caps (unless otherwise ordered), boots; white gloves. Swagger cane should be carried.

Equipment.—In addition to individual First Aid equipment, 3 stretchers and one wheeled ambulance will be required. Routine—Orders will be issued daily while in Canton, and posted at the temporary Headquarters.

(Sd.) E. RAINE, Officer in Charge of District.

## BRITISH STATE SHIPBUILDING SCHEME.

Very considerable orders are, it is believed, now being placed for the new cargo steamers to be built for the use of the State. They will probably be of about 8,000 tons deadweight, and have been planned on the simplest possible lines. By standardising hulls and engines it will be possible to provide for the maximum output within the shortest possible time. If circumstances recommend the course, engines built in one district will be used for hulls built in another district. As far as possible no ships will be allowed to wait for engines if there are engines in another district in excess of the hulls. In conjunction with this new State building programme every effort is likely to be made



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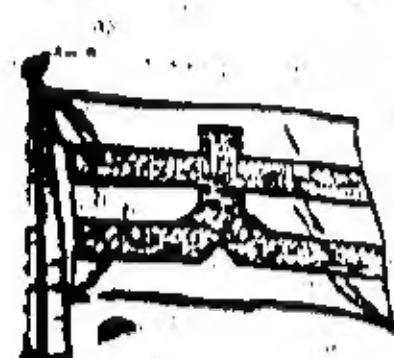
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WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

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**North American Line:** For VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE AND YOKOHAMA. (TRANS PACIFIC)  
"PANAMA MARU" Monday, 10th Feb., at 3 p.m.  
"MANILA MARU" Thursday, 1st Mar., at 3 p.m.

**FORMOSAN LINE:** For Tamsui, Keelung, Amoy and Takao, via Swatow and Amoy.  
"SOSHU MARU" Thursday, 15th Feb., at 8 a.m.  
"AMAKUSA MARU" Sunday, 18th Feb., at 10 a.m.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf telephone No. 78 will be fixed.

**SOUTH AMERICAN LINE:** Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

**AUSTRALIAN LINE:** Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

**BOMBAY LINE:** Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

**JAVA LINE:** Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS APPLY AT THE OFFICE.  
H. YAMAUCHI, Manager.  
No. 1, Queen's Building.

Tel. Nos. 744 &amp; 745.

## THE EASTERN &amp; AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

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REGULAR SAILINGS FOR BOSTON & NEW YORK via PORTS and SUEZ and PANAMA CANALS.

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Steamer from Hongkong	on or about	Connecting at Calcutta with	On or about
A steamer	Shortly		

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Regular service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about  
SS. KOKORO MARU, For Moji, Kobe & Yokohama ... 29th Feb.  
SS. KUTO MARU, For Moji, Kobe & Yokohama ... 18th March.

For sailing dates, Freight or Passage apply to

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## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

TO	STEAMERS	TO SAIL
QUINHOON	KAHING	Feb. 14, Daylight
SHANGHAI	PAOTING	Feb. 14, Daylight
PARHAI & HAIPHONG	SUNGKANG	Feb. 14, at 10 a.m.
MANILA, CEBU & ILOILO	CHUSAN	Feb. 14, at Noon
TSINGTAO, WEIHAIWEI, CHEFOO	SHANSI	Feb. 14, Daylight
DAI LING	LIANGCHOW	Feb. 14, at 10 a.m.
SWATOW & SINGAPORE	SINJIANG	Feb. 15, at 4 p.m.
SHANGHAI	CHUSAN	Feb. 17, at 10 a.m.
SWATOW & SINGAPORE	ASHUI	Feb. 18, Daylight
MANILA, CEBU & ILOILO	TAMING	Feb. 21, at Noon

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## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI	KWONGSANG	FRIDAY, Feb. 16, Daylight
MANILA	YUENSAO	SATURDAY, Feb. 17, at 3 p.m.
SHANGHAI	WINGSANG	SUNDAY, Feb. 18, Daylight
SANDAKAN	HINSANG	WEDNESDAY, Feb. 21, at Noon
MANILA	LOONGSANG	SATURDAY, Feb. 24, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang. Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dagu.

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Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

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NIPPON MARU	11,000-15 knots	Sat. 24th Mar.
SHINYO MARU	22,000-21 knots	Mon. 2nd April
PERIA MARU	9,000-14 knots	Mon. 18th April
KOREA MARU	18,000-18 knots	

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DESTINATION	STEAMERS	Displacement	SAILING DATES
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, NAGAYA AND YOKOHAMA	YOKOHAMA MARU	14th Tons 12,600	WEDNESDAY, 14th Feb. at Noon
	TAMBA MARU	15,000 Tons	TUESDAY, 6th March at Noon
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	9,000 Tons	FRIDAY, 16th March at 10 a.m.
	KITANO MARU	18,000 Tons	THURSDAY, 22nd Feb. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	PENANG MARU	10,000 Tons	SATURDAY, 24th Feb.
	TENSHIN MARU	8,000 Tons	SATURDAY, 17th Feb.
SHANGHAI & KOBE	TOSA MARU	10,000 Tons	WEDNESDAY, 21st Feb.
	YETORU MARU	8,000 Tons	FRIDAY, 23rd Feb.
KOBE Direct	BENTEN MARU	8,000 Tons	SUNDAY, 25th Feb.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND MADEIRA

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

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## NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship, "MIYAZAKI MARU," having arrived Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 18th February, 1917, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, Feb. 12, 1917. 1439.

THE "ABAD" S.S. LINE.

NOTICE TO CONSIGNEES.

THE Company's Chartered Steamship, "BANDAI MARU," having arrived from SINGAPORE, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 18th February, 1917, will be subject to rent.

No Fire Insurance will be effected by the undersigned in any case whatsoever.

Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives by appointment. All claims of the presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

H. M. H. NEMAZEE, Agent.

Hongkong, Feb. 12, 1917. 1490.

KONINKLIJKE PERSTVAART MAATSCHAPPY.

NOTICE TO CONSIGNEES.

FROM SINGAPORE.

THE Steamship "JACOB," having arrived from the above port, Consignees of Cargo by her are notified that all Goods are being landed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 18th February, 1917, will be subject to rent.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN L.N. Agents.

Hongkong, Feb. 12, 1917. 1482.

## AGENTS.

LONDON.—WILLIAM SLATER, 42 Great Russell Street, W.C. F. AGOS, 11 & 12 Clement's Lane, Lombard Street, E.C. T. B. BROWN & Co., Ltd., 283 Queen's Road, Victoria St.

CLARK, 305 & 311, 35 Grace Church St., E.C. G. BROWN & Co., Ltd., 30, Cornhill, London E.C. 3. 15, St. Bride St., E.C. ROBERT WATSON, 150 Fleet Street, E.C. MITCHELL & Co., 50, Abchurch Lane, London E.C. 4. HOLLAND & Co., 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

PARIS AND EUROPE.—MAYSON FRERES & Co., 18 Rue de la Grange, Bateli, Paris.

NEW YORK.—T. B. BROWN, Ltd., 201 Nassau St., New York City.

SAN FRANCISCO and American Ports generally.—BENT & BLACK, San Francisco.

FOOCHOW.—BROOKLYN & Co.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & JONES, Melbourne and Sydney.

CEYLON.—W. H. SMITH & Co., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALES, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.

SHANGHAI.—MORSE KELLY & WALKER, Ltd.

JAPAN.—MORSE KELLY & WALKER, Ltd., Kobe and Yokohama.

CANTON.—PAUL & Co.

THE CHINA MAIL, LTD., Wyndham Street, Hongkong.







## To-day's Advertisements

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Executors of the Estate of the late Mr. L. R. NICHOLSON, to sell by Public Auction, on

**SATURDAY,**  
the 17th February, 1917, at 2.30 p.m.,  
at No. 16, Mountain View, the Peak.

## VALUABLE HOUSEHOLD FURNITURE.

Comprising—  
Hall Stands, Teakwood Upholstered Seats, Armchairs and Sofas, Indian Baga and Carpets, Blackwood Tables, Blackwood Armchairs and Settees, Handmade carved Blackwood Screens, Stands, &c., a small collection of Carved-wood Figures, Vases, Brackets, &c., Pictures and Engravings, large Sideboard, Extension Dining Tables and Chairs, Electric pattern Machine and Cutlery, large Dinner Service (complete), Glass Ware, Spirit Lamps, &c., Chest of drawers, Dressing Tables, Washstands, Single Iron Bedstead, Sundry Bedstead Table Linen, Pottery, Kitchen and Bath Room Utensils, &c., &c.  
On view Friday, 10th inst. from 2 p.m. Catalogues will be issued.  
Terms—Cash.

HUGHES & BOUGH,  
Auctioneers.

Hongkong, Feb. 13, 1917. 1493

## TO LET

## TO LET.

OFFICES, 2nd Floor, St. George's Buildings.  
Apply to—  
**SHEWAN, TOMES & Co.**  
Hongkong, April 7, 1916. 511

## TO LET.

FLATS in "Two Moss" No. 3 The Peak, apply Property Office, JARDINE, MATTHEWS & Co., Ltd.  
Hongkong, Sept. 1, 1916. 631

## TO LET.

OFFICES on 1st Floor, No. 3 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.  
Apply to—  
**CHINA FIRE INSURANCE CO., LTD.**  
Hongkong, April 23, 1916. 59

## TO LET.

N. 42 Egin Street.  
Apply to—  
**PERCY SMITH,  
SETH AND FLEMING**  
Hongkong, Oct. 31, 1916. 1197

## TO LET.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.  
A FLAT in Humphreys Buildings, Kowloon.  
TO LET OR FOR SALE.  
Kowloon Marine Lot 48 with wharf area 52,000 sq. ft. suitable for coal storage or erection of godowns.  
Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LTD.**  
Alexandra Buildings.  
Hongkong, Feb. 7, 1917.

## TO LET.

OFFICES at 2 Connaught Road.  
OFFICES in Kings and York Buildings, HOUSES in Kington Gardens, Conduit Road.  
HOUSES in Broadwood and Moreton Terraces.  
HOUSES on Shamone, Canton.  
Apply to  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

## THE

## CHINA MAIL

Can be obtained at the following

places in Hongkong—

The Hongkong Hotel  
The Hongkong Ferry Wharf  
The Kowloon Ferry Wharf  
The Upper Peak Tram Station  
The Lower Peak Tram Station  
Wo Cheong (D'Aguiar) Street  
Thorn Street, Bank of China

## WE STOCK

Tools—Electric Hand Lamps—Tyres  
Fire Extinguishers—Wire Mosquito Netting  
Blow Lamps—Pressing Stones—Canvas Yacht  
Fittings—Typewriters—Dry Batteries  
Accumulators—Oils—Grease—Varnish—Wax.

## ALEX. ROSS &amp; CO.,

Machinery Office.

PHONE 27. 4, DEN VEREY ROAD.

## WEEKLY NEWS FOR HOME

## The Overland China Mail

## FULL REPORTS.

## LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at Home.

Price \$13 per annum, including postage.

CAN BE MAILED FROM THIS OFFICE.

THE CHINA MAIL, Ltd., Wyndham Street.

## NORTH BRITISH &amp; MERCANTILE

## INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

## THE OCEAN MARINE INSURANCE

COMPANY, LTD.,

and

## THE RAILWAY PASSENGERS

## ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1916,  
£23,970,367.

I—Authorized Capital £20,000,000.

Subscribed Capital £4,500,000.

Paid-up Capital £2,437,500.

II—Fire Funds—£3,837,047.

III—Life & Annuity Funds—£17,537,580.

Sliding Fund Account—£23,230.

£23,970,367.

Revenue Fire Branch—£2,381,456.

Life and Annuity Branch—£2,141,593.

Revenue Marine Department—£37,239.

Other Receipts—£73,940.

£23,970,367.

The Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are set aside to meet

the claims under the respective Depart-

ments of the Company's Business.

**SHEWAN, TOMES & CO.**

Agents.

Hongkong, February 13, 1917.

On London—

Bank Wire ... 5/4

On demand ... 5/4 9/16

30 days sight ... 5/4 13/16

4 months sight ... 5/4 1/2

Credit, 4 months sight ... 5/4 1/2

Documentary, 4 months sight ... 5/4 1/2

On Paris—

On demand ... 330/

Credit, 4 months sight ... 331/

On New York—

On demand ... 563/

Credit, 60 days sight ... 563/

On Bombay—

On demand ... 172 nom.

On Calcutta—

On demand ... 172 nom.

On Singapore—

On demand ... 101/

On Manila—

On demand ... 113

On Shanghai—

On demand ... 110/

On Yokohama—

On demand ... 110/

Gold Leaf, 100 fine (per ton) ... 47.70

Sovereigns (Banks' Buyingrate) ... 88.56 n.

Silver (per oz.) ... 38 1/16

Bar Silver in Hongkong ... 18 1/2 nom.

Chinese Copper Cash ... 1 1/2 p.n.

Chinese Copper Cents ... 1 1/2 p.n.

Rate of Native Interest ... 6 1/2 p.n.

Chinese Sub. Coin ... 2 1/2 p.n.

Hongkong Sub. Coin ... par

HONGKONG REGISTER.

Previous day ... On date at ... On date at ...

Barometer ... 30.27 ... 30.23 ... 30.59

Temperature ... 61 ... 63 ... 60

Humidity ... 68 ... 62 ... 40

Direction of Wind ... S ... S ... S

Force ... 2 ... 3 ... 3

Weather ... b ... b ... b

Rain ... 0.13 ... 0.00 ... 0.00

Highest open air temperature at the H.K. st.

Lowest open air temperature at the H.K. st.

T. F. CLAXTON, Director.

Hongkong, Observatory, Feb. 13, 1917.

## ECZEMA SPOTS GREW LARGER

And Spread. Burning Sensation. Great Itching.

## HEALED BY CUTICURA

"The first sign I had of eczema was small red spots on my limbs. They became irritated with a burning sensation and, afterwards a great itching came on which caused me to lose a great deal of rest. The itching got so bad that I could not help scratching and the spots grew larger and spread. I saw a Cuticura Soap and Ointment advertisement and sent for a free sample and soon felt the cooling of the affected parts so I continued using them and I was healed." (Signed) William Alcock, Sharncliffe Fields, Northwich, Chas., Eng., Aug. 4, 1915.

## Sample Each Free by Post

With 3-p. Skin Book. (Soap to cleanse and Ointment to heal.) Address post-card for sample: F. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere.

## FARES FOR PUBLIC VEHICLES.

## CHAIRS.

I.—In Victoria with two Bearers.

Quarter hour ... 10 cents.

Half hour ... 20 "

One hour ... 35 "

Three hours ... 70 "

Six hours ... 100 "

Day (6 a.m. to 6 p.m.) ... \$1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour ... 0.60 cents.

Three hours ... 1.50 "

Six hours ... 2.50 "

Day (6 a.m. to 6 p.m.) ... 4.00 "

Day (6 a.m. to 6 p.m.) ... 1.50 "

Day (6 a.m. to 6 p.m.) ... 2.00 "

III.—In the Hill District.

With 2 Bearers With 4 Bearers.

Quarter hour ... \$0.15 \$0.20

Half hour ... 0.20 0.40

One hour ... 0.30 0.60

Two hours ... 0.50 0.80

Three hours ... 0.70 1.00

Six hours ... 1.00 1.50

Day (6 a.m. to 6 p.m.) ... 1.50 2.00

IV.—In the Hill District.

With 2 Bearers With 4 Bearers.

Quarter hour ... \$0.15 \$0.20

Half hour ... 0.20 0.40

One hour ... 0.30 0.60

Two hours ... 0.50 0.80

Three hours ... 0.70 1.00

Six hours ... 1.00 1.50

Day (6 a.m. to 6 p.m.) ... 1.50 2.00

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## WEATHER REPORT.

On the 13th at 11.55—No returns from Japan. Pressure has increased slightly to moderately in all other districts, except in the extreme South where it is nearly stationary.

The anticyclone appears to be stationary over China. It has strengthened slightly.

Fresh monsoon is indicated along the east coast of China and over the north part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.62 inches, against an average of 5.19 inches.

Forecast for the 24 hours ending at noon on the 14th February—

1.—Hongkong to Gap Rock: N.E. winds, fresh; fine to cloudy.

2.—Formosa Channel: N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong to Hainan: The same as No. 1.

OFFICIAL NIGHTS IN FEBRUARY.

The following table shows the Standard Time at which Official Nights end, and begins during the month of Feb., 1917—

Date. Ends. Begins.

Feb. 13th, 8.44 a.m. 6.30 p.m.

" 14th, 8.43 " 6.31 "

" 15th, 8.43 " 6.31 "

" 16th, 8.43 " 6.31 "

" 17th, 8.43 " 6.31 "

" 18th, 8.43 " 6.31 "

" 19th, 8.43 " 6.31 "

" 20th, 8.43 " 6.31 "

" 21st, 8.43 " 6.31 "

" 22nd, 8.43 " 6.31 "

" 23rd, 8.43 " 6.31 "

" 24th, 8.43 " 6.31 "

" 25th, 8.43 " 6.31 "